





## Intimations.

WHAT TO DRINK!  
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS

AND

CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS

AND

SHERRY.

Before Dinner.

THE SAME.

At other times and at all times—

Champagne Bitters and Whiskey is good.

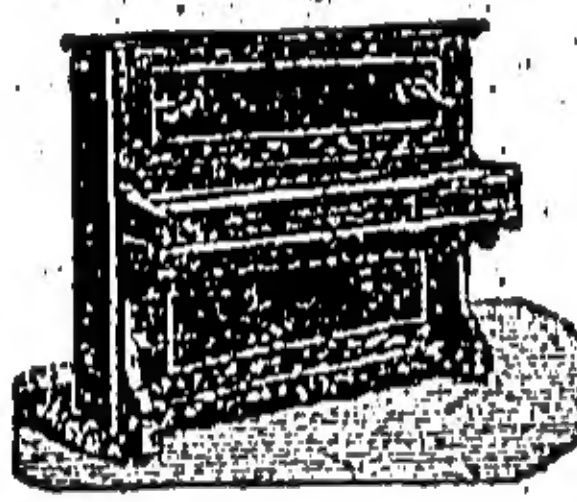
Stick to this advice and you'll never know you have a liver.

WATKINS,  
LIMITED.

Chemists and Aerated Water

Manufacturers.

Hongkong, 13th August, 1901. [74c]

THE  
ROBINSON  
PIANO CO., LIMITED.BEST VALUE IN  
PIANOS.MONTHLY PAYMENT  
SYSTEM.

Hongkong, 19th August, 1901. [571c]

COTTAM &amp; Co.

JUST ARRIVED.  
THE FAVOURITE SUMMER COLLAR  
1 1/2 INCH "LEADER"  
BATH GOWNS  
OVERLAND TRUNKS.  
Hongkong, 20th July, 1901. [671c]KELLY & WALSH, LD.  
NEW BOOKS.

A DIARY OF THE SIEGE OF THE LEGATION IN PEKING, by Nigel Oliphant. \$3.00  
THE REAL CHINESE QUESTION, by G. Holcombe. 1.50  
ALL THE WORLD'S FIGHTING SHIPS, by F. T. Jane. 9.75  
ROYALTIES OF THE WORLD, by F. T. Jane. 6.50  
EARL ROBERTS AS A SOLDIER IN PEACE AND WAR, by Capt. W. E. Cairnes. 3.50  
HOW TO INVEST AND HOW TO SPECULATE, by C. H. Thorpe. 3.00  
BEAUTY'S AIDS: OR HOW TO BE BEAUTIFUL, by Countess C. 2.25

How to be HAPPY THOUGH MARRIED, by Rev. E. J. Hardy. \$2.25  
LOVE AFFAIRS OF SOME FAMOUS MEN, by Rev. E. J. Hardy. 2.25  
THE BUSINESS OF LIFE, by Rev. E. J. Hardy. 2.25  
MR. THOMAS ATKINS, by Rev. E. J. Hardy. 3.50  
TRADE OF SAMSHUI AND AMOY, 1900—F. O. Report. each 0.10  
SHORT TABLES FOR THE CONVERSION OF U.S. GOLD DOLLARS INTO SILVER DOLLARS AND TABLS INTO DOLLARS AND VICE VERSA, Ascending by Eights, Compiled by F. M. da Luz. 2.00

A. CHEE &amp; Co.

17A, Queen's Road, Central.  
ESTABLISHED 1859.FURNITURE DEALERS:  
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &amp;c., &amp;c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

WILLIAM POWELL, LIMITED.

MONDAY, SEPTEMBER 2ND.

SALE I SALE II SALE III

Ladies' and Children's Hosiery, Gloves, Hats, Cloaks, Mantles, Vests, Remnants, Toys, Dolls, Gentlemen's Hats, Half Hose and Gloves.

R. G. HECKFORD,  
Manager.

OLD MATURED

JOHN WALKER WHISKEY,  
FROM THE FAMOUS  
KILMARNOCK DISTILLERY  
THE FAVOURITE WHISKY IN THE OLD COUNTRY.  
ASK FOR IT!

Hongkong, 22nd July, 1901. [777c]

To-day's  
Advertisements.HONGKONG RIFLE ASSOCIATION.  
LONG RANGE CUP AND SPOONS.

THERE will be a COMPETITION at above TO-MORROW, the 24th instant, commencing at 4.45 P.M. RANGES—700 and 800 yards. Ten Shots and a Slighter at each Range. ALEX. MACKENZIE, Hon. Secretary. Hongkong, 23rd August, 1901. [45]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

"FORNOSA." FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary, before 4 P.M., TO-DAY.

Goods not cleared by the 29th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 23rd August, 1901. [5]

## "INDRA" LINE OF STEAMERS.

S.S. "LONGSHIPS."

CONSIGNEES of Cargo at S.S. "LONGSHIPS" from New York are hereby notified that their Cargo transhipped at Singapore into the S.S. "PRINZ HEINRICH" has now arrived and is being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon.

Consignees are requested to immediately send in to the Undersigned Original Bills of Lading in exchange for which they will receive local Bills of Lading on which delivery can be obtained.

JARDINE, MATHESON &amp; Co., Agents.

Hongkong, 23rd August, 1901. [906c]

## PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES of CARGO per Steamship

"PERU" are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from Godowns, upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 30th instant, will be subject to rent.

No Fire Insurance has been effected.

GEORGE ECKLEY, Acting Agent.

Hongkong, 23rd August, 1901. [1]

## NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE, 5, D'Aguliar Street.

Hongkong, 27th April, 1900. [34]

To-day's  
Advertisements.

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED. (IN LIQUIDATION).

NOTICE is hereby given that a FIRST and FINAL DIVIDEND of 24 cents per Preference Share will be PAID. Shareholders are requested to send in their Preference Shares at their earliest convenience to the Undersigned, whereupon Payment of the above Dividend will be made.

M. BENNECKE, Liquidator.

Hongkong, 23rd August, 1901. [907c]

## VICTORIA RECREATION CLUB.

## AQUATIC SPORTS.

THURSDAY, September 5th, at 5 P.M.—4 lengths (113 1/2 yards) Race (Scratch). Open to Army, Navy and Police. Two Prizes. No Entrance Fee; also 1 MILE CHAMPIONSHIP OF THE COLONY. Open to all Comers. Two Prizes. Entrance Fee \$1. Entries for above CLOSE on 29th instant. E. A. SARGENT, Hon. Sec.

Hongkong, 23rd August, 1901. [908c]

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," and "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.), CALLING AT SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAVELLI" will be despatched for PORTLAND (OR.) on or about the 10th September, 1901. Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent.

Hongkong, 23rd August, 1901. [909c]

## THE OSAKA SHOSEN KAISHA, LIMITED.

## FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIZURU MARU" Captain K. Suda, will be despatched for the above Ports, on WEDNESDAY, the 4th Sept. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd August, 1901. [226c]

## Intimation.

ESTABLISHED A.D. 1841.

A. S. WATSON &amp; Co., LIMITED.

## WINE AND SPIRIT MERCHANTS.

## WATSON'S CELEBRATED

E

BLEND.

VERY OLD LIQUEUR

SCOTCH

WHISKY.

Pronounced by Connoisseurs to be the BEST BRAND in the FAR EAST.

Per Dozen \$15.00

The following Blends are also recommended, and are unsurpassed in quality—

A—THORNE'S BLEND. \$10.80

B—GLENORCHY, MELLOW BLEND, a fine 'Soda' Whisky of great age. 10.80

C—ABELOUR-GLENLIVET. 12.00

D—H.K.D. BLEND of the Finest Old Malt Scotch Whiskies. 14.40

A. S. WATSON &amp; Co., LIMITED.

THE HONGKONG DISPENSARY.

On the 13th inst., at Malacca, the wife of Mr. TILDEN ELDREDGE, of a son.

On the 13th inst., suddenly, at Johor Bahru, JAMES HENRY ALLEN, third son of the late Mr. &amp; Mrs. C. M. Allen, of the "Perseverance" Estate, Caylang, Singapore, aged 28 years.

## The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 23, 1901.

## NOTES AND COMMENTS.

## France and Turkey.

Reuter has certainly sprung a mine upon us in the shape of the sensational news item about France and Turkey, which we publish to-day. Truly, Reuter might have prepared us for it so far as to have broken the news more gently, but we must learn to grow used to these sudden surprises. As a matter of fact, we do not think that the strained relations reported are likely to result in war. Turkey is so much indebted to the various Powers that they cannot allow France to work her will upon her without satisfying themselves first that such an act is absolutely necessary, so France will have to advance cautiously and make quite sure that Turkey will not be supported. Besides, we fancy that France would think twice before declaring war against the Sultan, owing to the very unsettled state of affairs in her possessions in Northern Africa, the inhabitants of which are all Mohammedans and would, in such circumstances, probably proclaim a jihad against France in order to show their veneration for the "Commander of the Faithful." Even in our own Mohammedan Colonies, the Sultan is still looked up to as practically all powerful, and hence the already turbulent subjects of France on the Northern shores of Africa would have a very good excuse to bring matters to a head.

In the event of war, we do not fancy that France would have matters all her own way, either. She could send her warships to bombard some of the Turkish ports, but we do not think that even the French navy, strong as it is, could force the passage of the Dardanelles in the face of the Turkish forts. The Turkish navy may be at once dismissed from the account; being so antiquated, but the Turkish batteries are a "horse" of a very different colour, and would require an immensely powerful fleet to make any impression upon them. And the Turkish Army is not to be despised either. It is composed of some of the finest fighting material in the world, well armed, well equipped and well drilled, and it would not sit quietly by and allow the French to land. On a peace footing it is composed of ten thousand officers and one hundred and seventy thousand rank and file, and in war time it can be easily brought up to a strength of one million. The regular army consists of 292 battalions of infantry, 202 squadrons of cavalry, 165 field batteries, 46 mountain batteries, 15 horse batteries and 39 companies of engineers, with 1336 guns, to say nothing of 132 companies of garrison artillery. Add to this the fact that the Turkish soldiers are born fighters and will work in a half starved condition, and it is easily seen that an attack upon Turkey is not to be lightly undertaken. We do not think that France could do more than establish a blockade, and a blockade would not be of very great moment to a country with such a long land frontier on which the enemy could do nothing, for it is hardly to be imagined that France would be given permission to land her troops on neutral territory. Nations nowadays are not fond of having their lands turned into battlefields by other people.

Looking at things in this light, we fancy that the matter will be patched up. It would hardly pay France to fight, and it could not do Turkey much harm; for the Powers would be sure to step in at the finish and prevent France from grabbing anything that would affect their own interests. If, however, it should result in war, we may be quite sure that our French neighbours will find that they have got a handful, and it will be some time before they will have leisure to fete Mr. KRUGER, or plan more Fashodas, or even to pay much attention to establishing "interests" in the Two Kwangs. If only France thinks soberly for a few moments, she will look for some means of an amicable settlement. She has too many irons in the fire, and the state of Europe is too unsettled for her to indulge in a costly war of her own just at present.

There is one other possibility. Is France opening the way for her friend and ally, the Russian? Is it would be a very pretty combination and might easily result in establishing the Tsar in Constantinople.

## REUTER'S TELEGRAMS.

## THE COMMAND OF THE FRENCH TROOPS IN CHINA.

Colonel Marchand of Fashoda's notoriety has been appointed to the command of the French troops in China.

## CONTINENTAL VIEW OF THE TSAR'S VISIT TO FRANCE.

The view taken by the Continent on the Tsar's visit to France is, that it is meant as a rebuff to the French reactionaries.

## THE POSITION IN SOUTH AFRICA.

Lord Kitchener reviewing the operations in South Africa, estimates that 13,500 Boers still remain in the field. He describes the enthusiastic people equally thrilling to impart some free grain and for nothing, which no doubt is a capital form of cheap advertising. The other day they listened for two hours to Mr. P. Anderson and now we read in the "Cape Express" that Captain Montimer O'Sullivan is going to be the guest of the Manchester Chamber of Commerce at the end of the month, at dinner, and will deliver an address on the "China Question." Reactions are we presume will be provided.

## RUPTURE BETWEEN FRANCE AND TURKEY.

The French Ambassador at Constantinople has broken off diplomatic relations with

the Porte, and leaves Turkey within forty-eight to seventy-two hours. This action is taken in consequence of the Sultan having broken his promise relative to the purchase of quays, and the settlement of French monetary claims.

The Turkish Ambassador at Paris receives his passports.

## WEATHER REPORT.

The Observatory report says—

On the 23rd at 11.5 a.m. the barometer has fallen slightly on the China coast and over the Philippines. A depression appears to be lying in the Pacific to the South of the Loochoos. Gradients slight for N.E. to N.W. winds on the China coast. Forecast—Varying or N.W. winds, light, fair.

## LOCAL AND GENERAL.

It will be noticed in another column that we give a short account of the recent record trip made by the Empress of China between Japan and America.

Two Siamese Ministers to foreign countries—Phya Pechada for Washington and Phya Dichikarn for Berlin—are to leave Bangkok for their destinations by German Mail at the end of this month.

A ST. PETERSBURG despatch reports that the Russian expedition to Tibet, under the command of Lieut. Kozlov, was attacked by 2,000 Tanguts and cut to pieces, in spite of a most determined resistance.

This death-rate in Madras, says a Bombay contemporary of the 3rd inst., is alarmingly high just at present, namely, 51 per mille last week, as against a very high average of 42.6. In the 4th Division the rate was truly terrible, namely, 81.8 per mille.

The Sempin Mining Company's half-yearly report for presentation to the shareholders recommends, says the Malay Mail, a dividend of \$3.50 a share (\$7 paid), or in other words a dividend of 50% for the half year. When will Hongkong mining companies follow suit?

The Gymkhana postponed from Saturday last the 17th inst. on account of bad weather will be held (weather permitting) at the Happy Valley to-morrow, Saturday, the 24th inst., commencing at 4.30 p.m. sharp. By kind permission of Colonel Bullie and the Officers of the 22nd Bombay Infantry, the Band of that Regiment will attend.

THE Band of the Madras Light Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m.

PROGRAMME.  
Overture "Der Freischutz" Weber  
Selection "H. Barriere" Gounod  
Song "Star of Bethlehem" Adams  
Waltz "The Vision" Waldteufel  
Selection "La Poudre" L. Delibes  
Song "The Better Land" Mills  
"God save the King."

Two half-starved urchins were standing discussing the sudden demise of a little pal.

First Boy: "D'ye know what Johnnie Binks died of?"

Second Boy: "No; tell us!"

First Boy: "A toff give 'im tuppence, 'e went and bought a bit of 'ot puddin' and a penny ice, and the doctor said the 'ot atop of the cold did for 'im!"

Second Boy: "Gawd! What a 'eavenly death!"

THUS a recent Straits Times on Reuter's little idiosyncrasies—Reuter is cheering us up with hopeful news about some frustrated villain in Mimic Lane. The despatch was probably intended for Colombo. Now, despite the fact that we take a sympathetic interest in a sister colony which forms our chief base and main source of supply in the matter of such important items as Colonial Secretaries, nevertheless we have such varied interests of our own to think about, that we do not feel disposed to pay for special telegraphic despatches concerning the home market for Ceylon teas.

THIS following was the finding of the Board of Trade Enquiry on the death of the second engineer of the Lokang—

Thereby certify that I have held an enquiry into the circumstances attending the death of Hugh Cuthbertson, late second engineer on the str. Lokang. After carefully considering the evidence laid before me, I am of opinion that death was caused by his accidentally shooting himself with a revolver in his room on board the said ship, between 9.30 and 10.30 a.m. on the morning of 23rd July, 1901.

(Signed) HARRY H. FOX, Acting Vice-Consul.

Shanghai, 19th August.

THE Chugai Shogyo says that the Siamese Government recently applied through Mr. Inagaki Shimesu, Japanese Representative in Bangkok, to have a war-vessel built by the Japanese Naval Authorities, but as the latter do not take orders from the public, they were obliged to refuse. Since, however, the Siamese are anxious to avoid the expense of getting the vessel out from Europe, it is probable that her construction will be entrusted to the Mitsui Bishi Dock at Nagasaki or to the Kawasaki Yard at Kobe. She will be a small vessel of five or six hundred tons, so as to be available for river service.

We wonder why we are all so interested in Captain Montimer O'Sullivan? The "China Gazette" has noted that this gentleman of many parts is invited to a dinner at the Manchester C. of C.—The Manchester Chamber of Commerce must be thirsting for mental refreshment about China, and there are evidently lots of enthusiastic people equally thirsting to impart some free grain and for nothing, which no doubt is a capital form of cheap advertising.

The other day they listened for two hours to Mr. P. Anderson and now we read in the "Cape Express" that Captain Montimer O'Sullivan is going to be the guest of the Manchester Chamber of Commerce at the end of the month, at dinner, and will deliver an address on the "China Question." Reactions are we presume will be provided.

A GERMAN paper is quoted as stating that since 1888, when the Emperor William succeeded to the throne, his Majesty has delivered 916 public speeches, of which 22 were in French (in connection with Royal visits), 18 were in English, three in Russian, and 873 in the German language.

An official return of the Russian losses in China up to April, states that 20 officers and 400 men were killed; 77 officers and 1,449 men were wounded; and 9 officers and 80 men have since died. 56 are reported missing. The Russian forces in China number 15,000 reserves and 12,000 Siberian guards.

ADVERTISEMENTS are, at times, too suggestive. We note one of a well known phonograph which depicts a small boy "looking for the band" with a hatchet. If only we could borrow that small boy for a few hours we could find plenty of employment for him on a few noisy phonographs we know of in Hongkong.

A CLASS for teaching practical assaying and mineralogy is to be held by the Government Analyst at the Laboratory, Singapore. The course will deal with the detection and assay of ores of gold, silver, lead, tin and other metals. The inclusive fee for the course will be \$60, and the class will commence in September.

## THE COCHRANE STREET COLLAPSE.

The curtain may be rung down on the first act of this gruesome tragedy. All the debris has either been removed or thoroughly searched and as the result of Chinese covetousness, Government carelessness, and contractor's wickedness, there remain 43 dead, and 25 more or less injured, making the total 68. When one reads this and remembers that walls equally as rotten are being built at the present moment, that buildings just as unsafe are allowed to stand, that walls planned for a plain two storey building are made to carry four storeys and verandahs, the absolute iniquity of the whole thing is apparent.

## SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held in the Board room at 4.15 yesterday afternoon. There were present the Hon. W. Chatham (Acting Director of Public Works), President, Hon. F. H. May, M.C., (Captain Superintendent of Police), Vice-President, Dr. Clark (Medical Officer of Health), Mr. E. Osborne, Mr. Fung Wa Chun, Mr. Lou Chu Pak and Mr. G. A. Woodcock (Secretary).

The minutes with the addition of a remark from Mr. Osborne were approved.

The papers announcing the re-appointment of Mr. E. Osborne for a further term were laid on the table.

Also the correspondence with the Government with regard to the trapping of drains as reported by us yesterday.

The following papers were submitted:—In a letter, dated 19th June, to the Government, Dr. Clark mentioned that he had received a plan showing two new dwelling-houses, each of which had one living room of a depth of 8ft. 3in. and of a width of 13ft. He had endorsed the plan to the effect that, in his opinion, the buildings, when erected, would be unfit for human habitation. It seemed more desirable, however, that the law should not permit the erection of such uninhabitable buildings, and it was not at all certain that the magistrate, who alone could decide the question of habitability, would be prepared to condemn a new building erected in accordance with all the existing sanitary and building laws of the colony.

The recommendations of the Sanitary Board were:—

1. That the Government be advised to enact: That every domestic building hereafter erected of a greater depth than forty feet (as measured in accordance with sub-section E of section 56 of the Public Health Ordinance of 1900) shall be provided by the owner with a glass skylight in the roof of a total area of not less than 1/20th of the total floor area of such domestic building, and every upper floor shall be provided with a well-ventilating corresponding in position and area to such skylight.

2. Provided that no such provision shall be required in the case of domestic buildings which are, in the opinion of the Sanitary Board, adequately lit by means of windows opening into a side street or other open space of a width of not less than 15ft., in addition to being lit from the front.

The following minutes were appended:—Dr. Atkinson—It remains for the Board, I presume, to consider if they agree to adopt the report of the Sanitary Improvements Committee. Personally, I am doubtful as to their recommendation as to "skylight." It is impossible to construct these so that they do not leak. A damp condition of a house would be detrimental, and it is not much light you would get from one in weather like this. What would be the cost of constructing such a skylight with a space right down below it?

Dr. Clark—"The recommendations of the Sanitary Improvements Committee have already been adopted by the Board, who should therefore refer the Government to those recommendations."

Mr. May—"What we are asked to do is apparently to suggest how the width of a street should be measured? We made a recommendation about this recently in connection with the height of dwellings and verandahs."

Dr. Clark—"I don't see how the Board can do any better than refer the Government to the recommendations of the Sanitary Improvements Committee. I move that the Board refer to the Government to the report of the Committee, and that the Government be informed that the Board is still of the opinion that the measures they recommended will meet the case."

The motion was carried unanimously, being seconded by Mr. Osborne.

With regard to the statement provided in accordance with Mr. Osborne's wishes referring to additional markets, latrines and urinals, Mr. Osborne objected that it was not what he wanted.

The President said it was understood by the Government that Mr. Osborne's questions only referred to those recommendations made by the Board, not the suggestions of any of the members composing that Board.

The following papers were laid on the table:—Correspondence as to closing a well at Hong Hom.

The approval of the Board recommendation to vote Mrs. Cruz \$300.

A Reply from Government as to the 1902 estimates.

The memorandum and remarks thereon by Mr. Osborne as published yesterday were laid on the table.

After a lengthy conversation on several important matters, the reports were asked to be withdrawn.



## THE GYMKHANA MEETING.

TO-MORROW.

We would again remind our readers of the Gymkhana Meeting to be held to-morrow afternoon at Happy Valley. As good a programme as has ever been offered the Hongkong public. No effort has been spared to make the meeting a success, and if the weather is anything like decent (as it promises to be) a record, as to attendance, should be established. In many ways this meeting is a fresh departure from previous events. In no event are the interests of police society allowed to interfere with that of the majority who want to see sound sport, and not parlor games embellished by feminine fripperies. The five furlong race should be a good one, although there seems only one horse in it, and that is Loyalty. Accidents happen in the regulated families, and Loyalty might elect to have a gallop once or twice round the course on his own. Mr. Pontifex, we hear, will ride Loyalty in the absence of Mr. Cruickshank. He will have his hands full, but is quite capable of managing the horse, who is more nervous than vicious. The dog race should be a most interesting event, and everyone who owns a "dew" should bring him along, as it is post-entries and no fees; at the same time arrangements must be made to have them securely tied while the racing is going on. We wonder if there is a Yorkshire whippet in town, then we should see what a racing dog can do. The tent pegging is bound to attract a great deal of interest, as it is one of the most exciting sports for the onlooker, and too rarely seen in Hongkong.

The three quarter mile race should result in a close finish. Favourite Rose is spoken of as going very strong in his gallops and, in the hands of Mr. Coe, should be close up. Unfortunately it is uncertain if Mr. Master's pony will be sent out, as he lamed himself in some unaccountable manner a day or two ago, but if any thing like will have a big try for the prize. The entries for each of the events have been most encouraging, and only by each contestant being ready to start immediately after the finish of the previous race can the long delays that have proved so trying be avoided. Special notice should be taken of this, as it is most important to the success of the meeting.

The Gymkhana Committee are providing refreshments both in the grand stand and above the Paris mutel. In fact Mr. Master and his committee have worked hard in the face of many difficulties, and we trust the public of Hongkong will reward the efforts of these gentlemen in a suitable manner.

## NORTHERN NEWS.

(From Our Own Correspondent).

TIENSIN, August 18th.

It is still keeping wet and a good deal of bad temper is the result. The condition of the settlements is frightful. The roads cut up by the heavy German wagons and countless horses, all show deep holes filled with slush and water, while the Extra-Concession where extensive building operations continue, is nearly all under water. Formerly there were numbers of ponds into which the surface water drained off, now these being filled up to allow of houses being built, the water is pentrating cellars and lying in miniature lakes wherever it finds a lodging.

The mortality and sickness among the Germans still continues, but is not due as suggested to typhus, but typhoid, and is largely induced by their wholesale consumption of bad water, a fictitious thirst being promoted by their consumption of bad beer and spirits; some sickness in the form of relapsing fever has also prevailed amongst our camp followers, attended by some mortality, but the medical men have not been able to diagnose its origin. The disease is infectious and the cases have to be isolated, and I believe its spread is being successfully checked now. It is presumably a form of malaria. The French health bill is fairly good, as both military and civil authorities have united to control the men and prohibit consumption of bad water and water melons. From the earliest days of the French occupation they had distillers at work and the men had as much pure water as they needed, and several cases of drinking impure water were promptly made examples of. The Consul and General have also waged war against the water melons, which do such deadly work.

The Danard-Troupe have taken everyone by surprise by remaining here. I believe the two dancing girls have received good offers as barmaids, and one, Florence Adelaide, has already taken up her duties, I am told, and is proving as attractive as Tanglefoot to flies. Before any idea of the Troupe remaining was mooted, a number of both civil and military officers, as well as the staff of the high command, as a mark of their appreciation of the high flying, and now that the objects of their admiration have become fixtures, they none of them brag about that night at the A. H. but are all inclined to adopt a highly moral tone, and politely marvel how "so and so" could have been so foolish. The men who were not "in it" don't spare them.

We are anxiously awaiting mails. No less than three are due, and why they have not reached us in better time is by no means clear, but it is all put down to the weather. General Voyron left this morning, and a British Guard of honour attended at the station, as the French Commander has worked well with our officers and been popular. General von Lessel leaves to-morrow, when a similar guard is to be in attendance at the station. Our own General, Lord Campbell, told his tent and stove away quite a few days ago, and I believe there was no parade at all.

The other Powers have, as might be expected, taken exception to the British Ministers presuming to act with some firmness in Peking and daring to occupy the Summer Palace. I am happy to say, however, that the policy was effective with Li Hung-chang, who now pretends that his naughty, naughty tone towards Sir Ernest Satow was only his "little joke." If Sir Ernest had swallowed the little joke I would have become business, but as he failed to and nearly swallowed Li instead, it has drawn the dimensions of a perfectly harmless witicism on the jocular of a Statesman's part. An official who was recently with Li states that his attacks of illness are put on and off like a garment, and that while less robust than formerly he is mentally as cute and cunning as ever.

Many officials here are confident of the Court's return and one of them offered to bet £1,000 the other day that the Emperor would be back in Peking before the end of the year. As the ways of the Chinese are always just what you least expect, I did not take the bet.

If Yuan Shih-kai becomes Viceroy here on the Court's return it is stated as probable that Sheng Tsiang-tai and "Telegraph" fame may become Governor of Shantung. Li Hung-chang will then retire from office, and going home to die will be satisfied with the accumulation of his cunning and rascality. News from Japan is to the effect that harvest prospects are good, and the country fairly quiet, the native Christian being allowed to worship in peace.

## RECORD RUN OF THE "EMPEROR."

THE ROUND TRIP IN TWENTY-EIGHT DAYS.

The *Japan Herald* of the 22nd ult. says:—The C. P. S. S. *Empress of China*, Capt. Archibald, arrived in port yesterday, and it was soon known that she had accomplished a feat which will take some heating on the Pacific run. In other words, she has completed the round trip in twenty-eight days, the quickest passage ever recorded between America and Japan. She left here on the 23rd ult., and attempted to make a fast run across, but met with bad weather and after discharging cargo at Vancouver and taking in fresh cargo, left that port one day late, on the 9th instant, and reached Yokohama on the 21st instant, one day ahead of her schedule time. The C. P. R. Co. is to be congratulated on this splendid performance of one of its three crack liners.

## AN IMPERIAL POSTAL CABLE SERVICE.

The Secretary of the Chamber of Commerce sends us the following letter, from the Ottawa Board of Trade, for publication:—

OTTAWA, CANADA, June 20th, 1901.  
To the President of  
General Chamber of Commerce, Hongkong, China.

Sir,—On behalf of the Ottawa Board of Trade, the President and Council have the honor to submit the following remarks, together with the appended hereto, on the movement to secure the cheapest, the speediest, the freest, and the most effective means of intercourse between all the King's subjects throughout his vast empire.

Representing Trade and Commerce in the Capital of Canada, the Ottawa Board of Trade feels it a public duty incumbent on them to take this means of expressing the conviction they have reached that all the British possessions throughout the world should be directly connected by State-owned telegraph cables under the control of the Post Office.

Such a Scheme is regarded by the members of the Board as an effective means of fostering trade and stimulating commercial activity, at the same time constituting a bond of Imperial unity of inestimable value.

The proposal requires not only that the connecting transmarine cables should be under Government control, but likewise that the land telegraphs of the several British possessions should be State-owned. The land telegraphs of the United Kingdom, New Zealand, the Australian States, India and South Africa, are already nationalized and administered by the Post Office, Canada is the only exception, but the transfer of the Canadian Telegraph lines to the Post Office, together with the laying of a State-owned cable across the Atlantic, is we are informed, under the consideration of the Government and it may be assumed that Canada will not long remain the only country within the Empire where the telegraph system is not, in the public interests, controlled by the State.

More than a year ago the scheme of world encircling telegraphs was earnestly considered by this Board, and resolutions were then passed pointing out the necessity for establishing the Pacific Cable as the initial link in such a system of State-owned Cables. It is a matter of great gratification to the Board to know that the Pacific Cable is now being established, under a joint agreement between the Home Government and the Governments of Canada, New South Wales, Victoria, Queensland and New Zealand, and that there is every prospect of Canada being connected with the United Kingdom at an early date by a State-owned Trans-Atlantic Cable. With lines between Perth and London, embracing the whole of the world, the whole distance, from England to the shores of the Indian Ocean, say at Perth, the capital of Western Australia, will be covered by a series of Cables and land telegraphs under state control. Perth is near the 116th meridian east, while it is 244 degrees of longitude westerly from London. Reckoning by meridians of longitude, therefore, two thirds of the Globe will be girdled by a State-owned telegraph service so soon as the Pacific cable and Canadian lines associated therewith are established as national works.

The necessity for connecting India and other British possessions in Asia with the Imperial system of telegraphs must, however, be recognized. On reference to the papers appended it will be found that the Imperial scheme of cables traversing the Indian and Atlantic Oceans between Perth and London, embraces the following work viz:—

1. Cable from Western Australia via Cocos Island and Mauritius to South Africa, with branches to India and Singapore—9,100 miles.

2. Cable from South Africa via Ascension and Barbadoes to Bermuda, thence to Canada and the United Kingdom 6,600 miles.

These two sections together make 15,700 nautical miles, while the distance from London to Perth by the Canadian route is about the same, the actual distance being a few hundred miles less. Thus it will be seen that taking into account branch cables to connect all the British possessions, half the whole work is already or will shortly be accomplished.

Since the project of Imperial Post Cable Service was formally submitted to the Secretary of State for the Colonies in 1898, certain telegraph companies have been permitted to lay private cables on the sections east and west of South Africa, it may, however, be assumed that in a matter which has been correctly described as of transcendent importance to the British people everywhere, care has been taken, by those acting for the State, to reserve the right to appropriate these cables whenever in the public interests they may be required.

The papers appended set forth the scheme in detail and furnish ample explanations on all essential points. These documents contain the matured judgment of Sandford Fleming, a member of the Board, who has given more attention to the subject than any other man and in whose views this Board entirely concurs.

In one of these appendices it is pointed out that it was largely owing to the action and influence of the Chambers of Commerce of the United Kingdom that the Postal Telegraph Service was introduced thirty years ago in the Mother Country. Similarly we believe it to be in the power of the various bodies, representing Trade and Commerce through the Empire, to influence the universal adoption of the Imperial Postal Cable Service. It is with that object in view that this appeal is made. We respectfully and earnestly invite the aid and co-operation of all such bodies in bringing to completion the crowning development of the British Post Office.

In the name and by the authority of the Board of Trade of the Capital of the Dominion of Canada we ask all concerned in this Imperial movement to take such action as may tend most speedily to nationalize the telegraph system, by land and sea, of the whole Empire.

We have the honour to be,

Your obedient servants,

(Sd.) JOHN COATES, President.

(Sd.) CECIL BETHUNE, Secretary.

## WATER POLO.

R.A. 25th Co., E.D., will play R.W.F. (Right) in the semi-final of the Hongkong Water Polo Challenge Shield Competition to-day at 3.45 p.m. sharp at the V.R.C. Grounds. Ladies are cordially invited by the Committee. The final will be played at the same time and place to-morrow, the 24th, and ladies are also cordially invited by the Committee.

## AT THE MAGISTRACY.

DEAD TO THE WORLD, BUT NOT BY THE WORLD FORGOTT.

Paul Tokal filled himself up steadily, and in a most sober way got drunk, there was no violence, not particularly bad language, simply a good wholesome change of diet. Under the altered circumstances P. C. 90 took charge of him and Paul was fined \$1.50 and cautioned to go away and sin no more.

## GAMBLING.

Inspector Warnock had one of his customary batallions lined up this morning. There were eighteen of them. The evidence was, as usual, "caught red handed." The defence was of the usual monotonous description: "The first defendant said 'He was selling things on the ground floor.' The other seventeen made the usual bald statement 'We were not gambling.' The first was fined \$5, the others \$2 each.

## WASTERS.

We are glad to see the procession of wasters, both Chinese and European, still continues. P. S. McSwaney charged a sweet specimen this morning, no fixed abode, no work, and always having a ready defence, as usual, "I was caught red handed." The defendant, Wong Cheung, said he had been to the theatre. It will be his last night out for fourteen days.

## OVERLOADING.

The Water Police of the Colony are very active just at present. Inspector Riley of Tsim Sha Tsui had Chan Kam Mun, master of the launch Kwong Ying, fined \$10 for carrying 7 passengers in excess of his complement. It is shocking to think what would have happened if there had been eight.

## STILL THEY COME.

P. S. A Gordon charged five Chinamen with being rogues and vagabonds; they were each sent to prison for fourteen days.

## THE PLAGUE.

Number of cases reported (Chinese) 1,537  
up till noon of the 22nd  
August, 1901  
Other Asiatics 30  
Europeans 30  
Number of cases reported (Chinese) 0  
during the past 24 hours  
Other Asiatics 0  
Europeans 0

Total number of cases reported to date 1,618

Number of deaths reported (Chinese) 1,593  
up till noon of the 22nd  
August, 1901  
Other Asiatics 34  
Europeans 34  
Number of deaths reported (Chinese) 0  
during the past 24 hours  
Other Asiatics 0  
Europeans 0

Total number of deaths recorded to date 1,548  
Since noon on Saturday last, the cases and deaths are:—

Cases Chinese 2  
Other Asiatics 0  
European 0  
Total 2

Deaths Chinese 2  
Other Asiatics 0  
European 0  
Total 2

The plague returns for last week were:—

Cases 4  
Deaths 5

## THE FOCHOW ARSENAL.

The *Fochow Echo*, of 17th inst. says:— "Referring to the uneasiness shown by the *Hongkong Telegraph* correspondent, who is 'so anxious to know if, whilst the French troops are here, we are happy to afford him what we think a satisfactory answer."

Under the supervision of Frenchmen, the Fochow Arsenal has never turned out ammunition, and even the small Artillery shop, which existed for a certain time past in that Arsenal, was removed from there by the Chinese, more than two years ago, a very short time after Lord Beresford had paid his visit to the Viceroy of Fuchien and advised him (as he had done the last Mandarin in the North), to establish an army for the protection of foreigners: an advice that was well listened to, as we all know.

It may be that ammunition, guns, or something of the kind, have been made in China by foreigners, during these last two or three years: foreigners were freely permitted to do so, before the troubles in the North. But, as a matter of fact, the thing did not take place in the Fochow Arsenal. Did it happen in the Shanghai Arsenal? It may be, but then the *Hongkong Telegraph* has been misinformed; the Shanghai Arsenal is supervised by Britishers, not by Frenchmen."

Quite so, but the *Telegraph* never raised any question about Shanghai. It was Fochow, our correspondent wanted to know about. By the way, how does the *Echo* reconcile what he writes with the statement of Mr. Smith, which we published yesterday? How about the smokeless powder factory, etc., etc.? Can it be that the *Echo* is simply giving you a "diplomatic" reply made by the Arsenal officials?

## THE MEDITERRANEAN FLEET.

MORE REINFORCEMENTS.

It is stated in naval circles at Portsmouth that the Admiralty are about to considerably strengthen the torpedo flotilla attached to the Mediterranean Squadron, additional cruisers are also to be prepared for service with Sir John Fisher's fleet. The new battleship *Formidable* and the new armoured cruiser *Aboukir*, two of the most powerful vessels of their types in the British Navy, the first-class cruiser *Spitfire*, the third-class cruiser *Pandora*, and the destroyers *Bullfinch*, *Surly*, *Recruit*, *Dove*, *Charger*, *Hawke*, *Hasty*, *Violet*, and *Kangaroo*, are to be prepared for foreign service as soon as possible.

## WEI-HAI-WEI.

THE NEW ASSISTANT COMMISSIONER.

Mr. Hare is expected to leave Selangor towards the latter end of this month, to assume the duties of Assistant British Commissioner at Wei-hai-wei, where he will draw salary at the rate of \$5,000 per annum, besides his half salary from the Federated Malay States. It is probable that on the departure of Mr. Hare, each of the States composing the Federation will have its own Protector of Chinese, to look after the interests of his department.

## CLAYTON-DICKENS WEDDING.

(Strait Times).

A pretty though a quiet wedding took place at St. Andrew's Cathedral, Singapore, on the 7th ult. when Mr. Reginald J. B. Clayton of the Perak Civil Service was married to Miss Beatrice Dickens, the fifth daughter of the late Charles Dickens, Esq., of Gad's Hill Kent, and grand-daughter of the famous novelist. Only a small party of friends were invited, and subsequently attended a reception at Chiny Lake House, the residence of Mrs. W. L. Watkins, from whose house the wedding took place. The bride, who was given away by Mr. Watkins, wore a beautiful gown of white *crêpe de Chine*, with transparent yoke and elbows, and old paste buttons. The hat was of white crinoline, with *chiffons* and old paste buckles. Mr. A. F. Worthington, of Pahang, acted as best man. There were no bridesmaids. By one of those accidents that are considered mere links in the chain of events in the East, but are regarded as romantically adventurous at home, at one time it seemed that the ceremony might have to be postponed on account of the absence of that essential party to the ceremony, the bride herself. But the Miss Dickens, who had never seen the East before, was a passenger from home by the *Sanki Maru*, and was coming out to a country where her *fiance* was the only individual she knew, and she was to meet him at a port where even he was a comparative stranger. As the steamer was scheduled to arrive here at daylight, the wedding was arranged for 3.30 o'clock in the afternoon, at which hour the officiating clergyman, Rev. W. F. Dinkley, and the Cathedral alike were ready, and so was everybody else. Unfortunately, however, the *Sanki Maru* did not arrive until after 3 o'clock. The bride had not even time to proceed to Mrs. Watkins' house to change, but was able to take advantage of the kind hospitality of Mrs. Dinkley, at whose residence she quickly changed into as beautiful a bridal costume as has ever been seen in St. Andrews, and was in the Cathedral and in the middle of the wedding service at 4.30 o'clock, only an hour late.

## CURIOUS RIFLE-RANGE FATALITY.

A correspondent of a Bombay paper, writing from Chirai on the 13th July, says:— A sad incident has occurred in this small hill station, resulting in the death of a soldier. "H" Company of the South Wales Borderers was going through its annual course of musketry at the rifle range on the morning of Thursday, July 12th, and Private Hughes (the deceased) was standing awaiting his turn, and was talking to Privates Evans and O'Brien of his company. He was about a yard in front of O'Brien, who was imitating a man of his regiment, and had a cartridge in his mouth, representing a cigar. He had the breach of his rifle open, and dropped the cartridge from his mouth into the breach, at the same time closing the breach. Whether he pulled the trigger simultaneously or simply closed the breach has not been definitely ascertained, but the trigger moved and the cartridge exploded. Evans snatched the rifle from his hands, thinking that Hughes had been missed, but the man fell to the ground, and it was seen that he had been shot in the right thigh. A shoofly was sent for to convey Hughes to hospital. Everything practicable was done to pull him round, but he gradually became weaker and weaker, and died at 5.30 p.m. On a post mortem examination being held, it was found that the bullet entered the thigh about the centre, from the front, and travelled upwards, shattering the hip-bone and eventually coming out at the back. Under the circumstances, medical opinion states that nothing could have saved his life.

## GANG ROBBERY IN SELANGOR.

A desperate gang robbery, states the *Malay Mail*, occurred at Kepong on Saturday night last (Aug. 10th). About 8 p.m. one of the mining Kongis was attacked by a fully armed gang of about twenty men. There were nine men in the kongsi house, including the towkay and his headman. The gang is supposed to have rushed in, and a considerable time elapsed before the police were informed of what had taken place and could arrange to have the wounded men taken into Kuala Lumpur. Medical attendance was therefore not forthcoming until eight hours after the wounds had been inflicted. It was then too late. The towkay, who had been in fearful agony, managed to last through the operation of re-embowelling, but died about twenty minutes afterwards.

It appears that this man, after a long period of unsuccessful mining, had at last begun to do well and had made \$20,000 out of the mine on which he received his terrible death-blow. Strange to say, the aged father of the headman had arrived only that very day from Hongkong on a visit to his son, and is said to have been with him for the first time after the affair was over.

## SUNSTROKE.

It is not generally known, says a home contemporary, that sunstroke, otherwise known as insolation, or coup de soleil, is one of the oldest recognised diseases. Two instances are mentioned in the Bible (II Kings, iv. 18-37; and Jonah, iv. 8). Cases of "sunstroke proper," or thermic fever, as it is sometimes called, are generally amongst those who have been working vigorously and are directly exposed to the sun's rays. It is found that in many of our larger cities the cases are almost exclusively confined to workmen, most of whom have been drinking previously. It is well known that the closely-shaven heads of the Chinese bear the hottest sun without any ill-effects, though it is true that they generally make vigorous use of their fans to keep a current of fresh air about their faces. The absence of the hair, too, ensures a better evaporation of heat from the head. There is a case on record where a man had sunstroke, and who, whenever the weather became at all warm, could only find relief by descending to the cellar. The same individual was obliged eventually to seek the shores of Alaska. In treating sunstrokes, the most valuable remedy is the immediate application of cold, either in the form of ice to the head, or by pouring cold water over the head and chest. Injections of quinine have also been tried with a fair amount of success. In the milder and less serious cases, simply taking the person affected into a cool chamber, and administering copious cooling but non-alcoholic drinks, would be quite sufficient to secure a speedy recovery.

## S.I.A.M.

PAPER CURRENCY.

The American Consul-General in Siam, in a report lately published by the State Department at Washington, says that on September 1st next, which is the anniversary of the King's birthday, the Siamese Government will begin the issue of a paper currency. The notes will be of 5, 10, 20, 100, and 1,000 ticals and, by a royal decree, will be declared legal tender throughout Siam, except at the office of issue. The new currency will be of great assistance to trade, as there is much confusion and loss under the prevailing system. At present the rupee is used in the north of Siam, and in the south the silver tical, and the Mexican dollar. On account of the slow communication, the trader is often at the mercy of the Chinese money-changers, whose charges are sometimes exorbitant. Again, the advantage that paper currency will have over the heavy, bulky silver coin will be very great. It is the intention of the Government at first to hold the notes against silver, for purchase by anyone who wishes to use them. It is anticipated that the banks will be heavy purchasers. The present bank notes are not legal tender and often will not be accepted among the ignorant, even in Bangkok.

## NOTANDA.

CALENDAR.

August.  
Meteorological means based on fifteen years' observations to 1895.  
Barometer ..... 29.755  
Thermometer ..... 81.0  
Humidity ..... 83.  
Rainfall ..... 13.482

YESTERDAY.

Barometer ..... 29.81  
Thermometer ..... 81  
Humidity ..... 83  
Rainfall ..... 0.16

TO-DAY.

Friday, 23rd August, 1901.

Chinese—10th of 7th moon of 27th year of Kwang-shi.  
Sun—Rises ..... 5hr. 37min.  
Sets ..... 6hr. 33min.  
High water—Morning ..... 2hr. 37min.  
Afternoon ..... 5hr. 29min.  
Low water—Morning ..... 10hr. 33min.  
Afternoon ..... 6hr. 50min.

ANNIVERSARIES.

1834—The Prefect of Swatow and Lieutenant-General of Canton interviewed Lord Napier.  
1839—Hongkong taken.  
1865—Treaty of Prague; Peace between Austria and Prussia.  
1896—Attack on a shooting party at Deep Bay.

TO-MORROW.

Saturday, 24th August, 1901.  
Chinese—11th of 7th moon of 27th year of Kwang-shi.  
Sun—Rises ..... 5hr. 37min.  
Sets ..... 6hr. 33min.  
Moon—Max Dec S. ..... 10hr. 37min.  
High water—Morning ..... 3hr. 07min.  
Afternoon ..... 5hr. 07min.  
Low water—Morning ..... 11hr. 41min.  
Afternoon ..... 6hr. 07min.

ANNIVERSARIES.

1870—Burning of the P. M. S. Co's steamer *America* at Yokohama.  
1887—Wreck of the C. N. Co's steamer *Tientsin* near Swatow.  
1898—Lord Charles Beresford started on his Commercial Mission to China.

## AGENDA.

TO-DAY.

Cargo ex *Andalusia* subject to rent.

TO-MORROW.

11 a.m.—Public Auction on the New Parade Ground of 144 barrels of sale by Messrs. Hughes & Hough.  
Noon—Public Auction of boiler, pumps, etc., by Messrs. Hughes & Hough at the Mitsui Bussan Kaisha's Godowns.  
Noon—C. & M. Co's steamer *Perla* leaves for Manila.

SUNDAY, 25th.

O. S. K. Co's steamer *Dagil Maru* leaves for Tamsui via Swatow and Amoy.  
D. & Co's steamer *Haitan* leaves for Swatow, Amoy and Foochow.  
Daylight—D. S. & Co's steamer *Catherine* leaves for Singapore, Penang and Calcutta.  
Cargo ex *Glenfarg* subject to rent.  
Cargo ex *Nankin* subject to rent.

TUESDAY, 27th.

The "Glen" line steamer *Glenfarg* leaves for Yokohama and Kobe.

WEDNESDAY, 28th.

Daylight—O. S. K. Co's steamer *Anping Maru* leaves for Foochow via Swatow and Amoy.

FRIDAY, 30th.

C. N. Co's steamer *Changsha* leaves for Shanghai.

## SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

August 12th.  
Mr. H. Schröder has joined the ss. *Lynwood* as 2nd officer.  
Mr. Attwood joins the *Haitan* at Amoy, temporarily, as 3rd officer.

August 20th.  
The officers of the *Catherine* (Capt. S. H. Belton) are: Chief officer, A. Buchanan, and R. Gillan, 3rd; R. M. Taylor, chief engineer; T. S. Laurie, 2nd; T. Barrie, 3rd; W. Park, 4th; W. Marks, Purser; M. J. Edwards.  
The officers of the *Wing Sang* (Capt. H. Sellar) are: Chief officer, Mr. Bickard, 2nd; W. W. Bushy, chief engineer, Mr. Smithers, 2nd; Mr. Bushy, 3rd; Mr. Moore.  
August 23rd.  
Mr. Short is temporarily chief officer of the *Haitan*.  
Mr. S. Williams is appointed 3rd officer of the *Haitan*.  
Captain Evans is temporarily commanding the *Haitan*, vice Captain Davis on leave.  
Mr. Walters is appointed 3rd officer of the *Haitan*.  
Mr. Musgrave is appointed 3rd engineer of the *Thales*.  
Mr. Sayers is appointed 2nd engineer of the *Thales*.  
Mr. E. H. Kirman, late of American ship *Laurel*, is now 4th officer of the *Glenfarg*.

## SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Indus*) 26th instant.  
Indian (*Sutong*) 29th instant.  
American (*Coffin*) 30th instant.  
Australian (*Arcturion*) 1st prox.  
American (*America Maru*) 7th prox.  
Canadian (*Empress of Japan*) 10th prox.  
American (*City of Peking*) 19th prox.

The M. M. & Co's steamer *Indus* with next French Mail, left Saigon to-day at 6 a.m., for this port.

The J. M. & Co's steamer *Sutong* from Calcutta and the Straits left Singapore for this port on 22nd inst. at 6 p.m.

The Canadian Pacific Railway Co's steamer *Tartar*, arrived at Kobe yesterday Thursday the 22nd inst., and left against to-day for Yokohama.

The N. Y. K. Co's steamer *Hakata Maru* (European Line) left Singapore for this port on the 22nd inst., and is expected to arrive here on the 28th inst.

The P. M. S. S. Co's steamer *City of Peking* with mails &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagsaki and Shanghai, on the 22nd inst.

The P. M. S. S. Co's steamer *Gaelic* which left hence with mails &c., for San Francisco via Shanghai, Nagsaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 21st inst.

The N. P. S. Co's steamer *Tacoma* arrived at Yokohama and sailed for Tacoma on the 18th inst., also this Co's steamer *Queen Adelaide* sailed from Tacoma for Japan and Hongkong on the 19th inst.

HONGKONG AND WHAMPOA DOCK RETURN.

Soleil ..... at Kowloon Dock.  
Empress of India ..... " "  
George Valentine ..... " "  
Haitan ..... " "  
Victoria ..... " "  
Canton River ..... " "  
D. J. de Austria ..... Cosmopolitan

PASSED THE CANAL.



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU	KOBE and YOKOHAMA	FRIDAY, 30th August, at Daylight.
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 9th August, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Sunday, 25th Aug., at Daylight.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 17th Sept., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 12th Oct., at Noon.

THE Twin Screw Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SUNDAY, the 25th instant, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 21st August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the PACIFIC COAST and Interior Points of U.S.A. to the

ORIENT. For further Particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICE, New York, to the Agents of the Company at Japan, China, Hongkong, Philippines and Straits.

FRANK WATKINS & CO., General Agents, Seattle, or to

GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON &amp; Co., Agents.

Hongkong, 20th July, 1901.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"MASSILIA,"

Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 21st instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 17th August, 1901.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG. VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Braemar	3,601	W. Watt	Sept. 3
Date of Life	3,821	J. S. Cox	Sept. 10
Queen Adelaide	2,832	F. McNair	Sept. 25
Olympia	2,837	J. Truebridge	Oct. 1

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table.

DOCTOR AND STEWARDNESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent. Two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night. TACOMA to NEW YORK in 44 days.

Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KIDNEY GOLD FIELDS. Frequent Sailings from VICTORIA.

TACOMA to DYER and ST. MICHAEL. Rates of Passage to other Points on application.

Special rates allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & Co., LIMITED, General Agents.

Hongkong, 22nd August, 1901.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

JUBITER, about 4th Sept.

MUGUL, 11th Sept.

KURDISTAN, 18th Oct.

SATSUMA, 1st Nov.

LENNOX, 8th Nov.

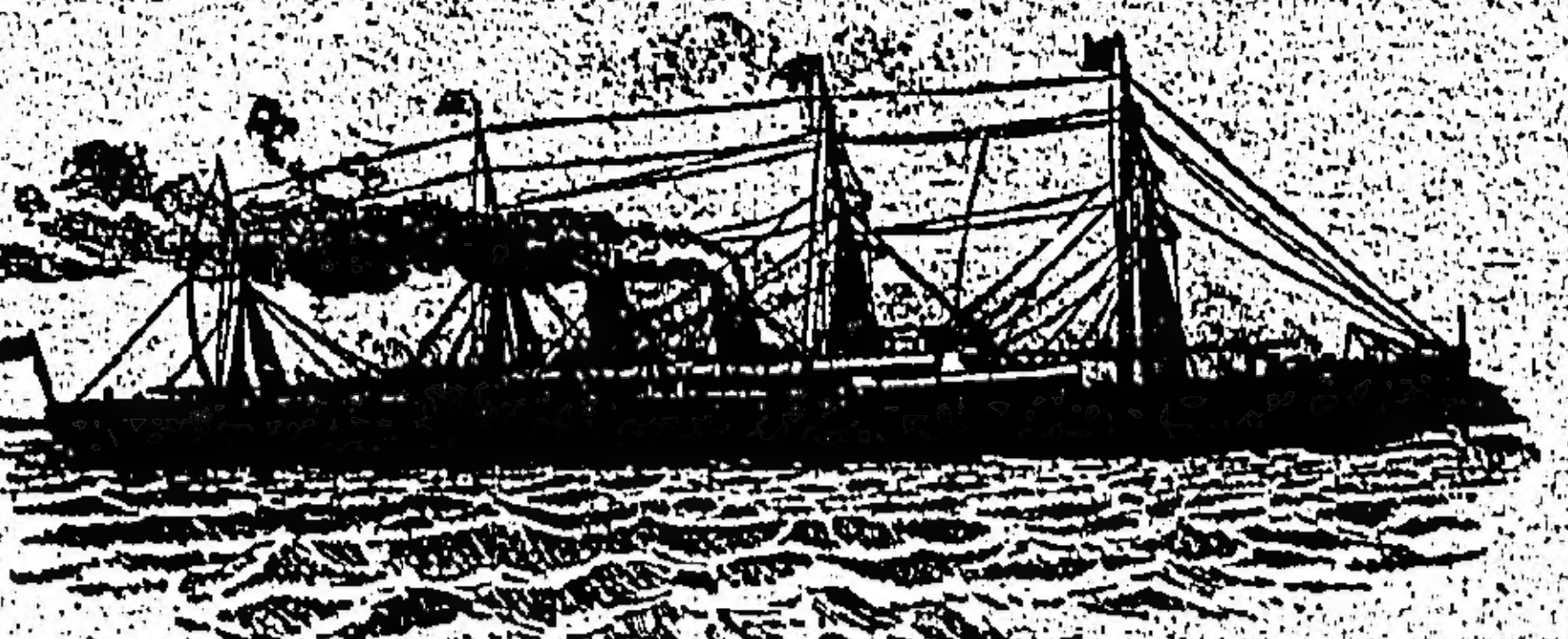
For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 20th August, 1901.

## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"PEAU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GALLO"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.

THE P. M. Company's Steamship "PERU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at this Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th August, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th August.

EMPRESS OF JAPAN, Comdr. H. Pybus, R.N.R., WEDNESDAY, 25th September.

EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 23rd October.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New-York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 7th August, 1901.

## HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OBERLANDER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALEXANDRIA	HAVRE and HAMBURG	27th Aug.
Bombay	(Calling at SINGAPORE and PENANG)	10th Sept.
SIBIRIA	HAVRE and HAMBURG	21st Sept.
Porcelius	(Calling at SINGAPORE and COLOMBO)	10th Oct.
ANDALUSIA	HAVRE and HAMBURG	21st Oct.
Ehlers	(Calling at SINGAPORE and PENANG)	10th Nov.
ARABIA	HAVRE and HAMBURG	21st Nov.
Arakonia	(Calling at SINGAPORE and COLOMBO)	10th Dec.
Korsl	NEW YORK VIA SUEZ CANAL	End of August or beginning September.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

No. 1, Queen's Building.

Hongkong, 7th August, 1901.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHANGSHA"	30th instant.
KOBE and MOJI	"KANSU"	31st instant.
SHANGHAI	"KIUKIANG"	31st instant.
TIENSIN	"NANCHANG"	31st instant.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is on board.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 22nd August, 1901.

## OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"TYDEUS"	29th August.
"	"PYRRHUS"	5th September.
"	"ULYSSES"	12th September.
"	"AGAMEMNON"	19th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"STENTOR"	3rd September.
"	"IDOMENEUS"	17th September.
"	"AJAX"	1st October.
LIVERPOOL (DIRECT)	"CESTES"	about 15th September.

(Taking Cargo at LONDON RATES).

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, 5, 6, 7, 8, 9.

Hongkong, 23rd August, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIGI MARU,"

Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 25th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th August, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th August, 1901.

## SHEWAN, TOMES &amp; CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ATAKA,"

Captain will be despatched for the above Port, on or about the 10th September.

To be followed by the

S.S. "ANAPA,"

about 15th October, 1901.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 20th August, 1901.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TINIAN, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched as above on FRIDAY, the 6th September, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th August, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN, PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle, about 1st Sept. 1901.

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.



## NEARLY READY FOR THE SOUTH POLE.

MORE ODD FEATURES OF THE "DISCOVERY."

A departure at the end of July has been steadily aimed at for some time by the South Polar Expedition, but it is not likely that the *Discovery* will be able to leave till the first week in August at the earliest; as a vast amount of work still remains to be done. The carpentering and all that sort of thing is not yet by any means finished, and if the King is to visit the ship next week, as they say he will, everybody will have to hurry up.

As she nears completion, the more interesting does the vessel become. Her capacity for stores, which certainly needs to be great, as she is to carry three years' provisions, positively cannot be imagined by an outsider. Already she has a lot of "grub" inside her; but near to where she is berthed is a very long shed, which is packed as full as it can be, and almost from floor to roof, with tinned victuals of every variety. There are hundreds and hundreds of tins of tongue, any number of cases of tinned "duck and green peas," and the same of tinned "lamb and green peas." Every other kind of preserved meat is here in quite appalling quantities. Then also there is every variety of tinned fruit in hundreds of each, countless cases of condensed milk, bottled beer in abundance, and last—but not least—a big pile of cases of Scotch whisky, of a blend, be it said, which one has not heard of before, and which is certainly not one of the "popular" varieties. It must surely be the secret specialty of some member who is a connoisseur. A peep into this storeroom is more instructive as to the quantity of food which healthy men can consume in an extended period than a hundred illustrated statistical articles of a kind we are much used to would be.

The laboratories and the magnetic observatory are now being fitted up. Touching the scientific side of the expedition it is to be noted that the vacancy created by the much-discussed resignation of Professor Gregory has just been filled up. The portfolio of geology, so to say, has been awarded to a young scientist, Mr. S. Ferrar, who is also much of an athlete, considering that he was in the Thames Rowing Club boat which rowed against the Pennsylvania crew at Henley. Mr. Ferrar will be a geologist pure and simple, and there is no question as to scientific leadership or anything of that kind which caused so much trouble in Professor Gregory's case. A fine lot of blue-jackets have been chosen from the Royal Navy; this week, as a matter of form, they went through a medical examination. They are provided with excellent quarters forward, and a glance at the little library in their part of the ship is interesting. Prominent is Jules Verne's "An Antarctic Mystery," and various other works dealing with seafaring matters, such as those of Mr. F. T. Bullen. The ship has already taken a pet to itself, and the men are making much of it. A dog pet was impossible, inasmuch as dogs, and plenty of them, are part and parcel of the working side of the expedition. So Captain Scott has brought a young kitten aboard, and it has been duly decorated with a piece of black ribbon, with *Discovery* in gold letters upon it, just as upon the sailor's caps. How poor pussy will get on in the Antarctic remains to be seen.

It is a matter of interest that Mr. E. W. Wilson, the junior surgeon of the expedition, was married on Tuesday. There is but little time left for honeymooning. He was aboard the day before. Sir Clements Markham and the officers and staff of the expedition have presented him with a pretty piece of silver tableware as a wedding present.

The *Discovery* is not yet open to the general public, but she may be comfortably studied from the outside. There is no difficulty in recognizing her, for apart from everything else, she has just been fitted with an enormous windmill forward, which apparatus is for the manufacture of electric light.—*Full Mail Gazette* Cor.

## COOLIES AS CARGO.

EXTRAORDINARY STATEMENTS IN THE GERMAN PRESS.

BERLIN, July 19th.

A few days ago the announcement was made that the Straits Settlement Parliament had passed the first reading of a bill prohibiting the import of Chinese coolies on other than English ships.

A tremendous outcry was raised in the German Press at what was called "this English manoeuvre" to undermine German competition, and energetic appeals were made to the German Government in the interest of German shipping to point out to the Government of the Straits Settlement that its attitude was a violation of the treaties.

A German ship's doctor who is intimately acquainted with the whole of the circumstances of the shipment of coolies to these colonies, writes in the "Tagblatt" showing how German interests must suffer should the said bill become law. He explains that the English consider steamer passengers as cargo about which, once it is aboard, they need not concern themselves further.

German shipping companies, on the other hand, treat the emigrating coolies as human beings, and the German captain visits them every morning to assure himself as to their welfare, and the ship's doctor has to observe the state of their health.

Children and weakly women are cared for in every possible way, all of which measures, adds the "Tagblatt," authority, are considered perfectly superfluous on English ships.

The consequence of this difference in treatment is that, to the vexation of the English, the shipment of coolies falls every year more into the hands of German shipping companies, and as very large numbers are transported, the profits of the traffic are very considerable.

Therefore, it is not to be wondered at, concludes the letter, if the Hamburg-America line, as the most interested party, has appealed to the Foreign Office of Berlin to use its influence to prevent the bill being accepted.—*Morning Leader* Cor.

## MADAME ISACESCU.

UNDAUNTED LADY SWIMMER WILL AGAIN ATTACK THE STRAITS.

VIENNA, July 21st.

Mme. Walburga Von Isacescu started for Calais this evening in order to make a second attempt to swim the Channel.

In an interview I had with the famous swimmer she said she hoped to make the attempt either at the end of July or the beginning of August.

According to present arrangements she would start from Calais and swim to Dover, but if facilities were offered her at Dover she would prefer to make the start on the English side and swim to France.

Mme. Von Isacescu was not certain which day she would choose for the attempt, that depending on the weather. She will train for at least a week before making the attempt.

Bearing in mind that last year's attempt was frustrated largely through the salt water getting into her eyes till they bled, Mme. Von Isacescu has had special glasses constructed to protect the eyes.

This time she expresses her confidence in being able to achieve the feat.—*Morning Leader* Cor.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Atkinson A.  
Atkinson, Miss I.  
Angus, W.  
Alexander, M. R.  
Anderson, W. H.  
Ahern, J.  
Almshill, Mrs.  
Barton, Miss A. C.  
Bishop, W. C.  
Banvard, Miss F.  
Baret, Mr.  
Bender, H.  
Bowles, Mr. & Mrs.  
J. H.  
Bractier, Hy.  
Burke, Rev. P. C.  
Burger, L. W.  
Babonneau, M.  
Bridwood, J.  
Brown, A. D. D.  
Bonine, R. K.  
Browne, E.  
Cammner, R. B.  
Carlton, L. G.  
Carlos, A.  
Cushing, G. B.  
Cinnachiole, G. N.  
Christholm, J. I.  
Cradock, H. E.  
Collins, M.  
Cylinder, M.  
Deor, C. L.  
Douglass, Mrs. M. E.  
Day, R. J.  
Dawson, J.  
Dyson.  
Exposito, E.  
Eschauer, P.  
Forest, Miss A.  
Fitzsimmons, C. A.  
Fleming, G.  
Farr, A. J. M.  
Frankland, A.  
Franzisco, C.  
Frampton  
Gye, H. W.  
Genahre, J.  
Gorcke, A.  
Girard, A. V.  
Gaisford, Mrs.  
Galloway, J. E.  
Grieve, A. R.  
Glover, Miss  
Hill, Miss  
Hall, E. A. S.  
Hess, H. B.  
Handid  
Harston, Carl  
Halcott, H.  
Hermann, H.  
Heaton, T.  
Huffmann, Mrs. W. A.  
Hanson  
Hardy, Rev. E. J.  
Holeworth, S.  
Sandelman  
Smith, A. H.  
Sims, W. A.  
Superintendent  
Thomas, L. C.  
Trick, R.  
Thomas, Mrs. J.  
Ting, Mrs.  
Turkey, H. H.  
Townlain  
Thompson, C. D.  
Taylor, C.  
Vallentyne, A.  
Varney, Miss L. W.  
Vass, Capt.  
Vance, C. H.  
Walker, J. W.  
Wallace, F.  
Walter, R.  
Warren, C. N.  
Westcott, R.  
Walker, W. B.  
Weber, D. E.  
Weissmann, H.  
Walker, H. W.  
William, J.  
Walker, D. H.  
Walker, O. H.  
Wilson, F.  
Worner, E. C.  
Wenning, H. O.  
Yamamoto, J.  
Young, Ed.  
Zuluf, F.

List of Registered Covers in Poste Restante.

Andrews, Wm.  
Abbas Khan  
Amey Shah  
Angudha, M. S.  
Atkins, Miss I.  
Brandt, P. (2)  
B. K. J. B.  
Bartolo, B.  
Babal Singh  
Beveral, Bonifacio  
Bomanjee & Co.  
Braga, C.  
Campbell, Capt.  
Crane, E. H.  
Cruz, M. B.  
Calto, J. T.  
Cowie, T. Sydney.  
Cameron, A. B.  
Cushing, A. H.  
Calo, R. de  
Cor, Miss M. J.  
Celestino, P.  
Dios, R. R. de  
David, J. A. Singapore.  
Edurade, C.  
Ella, J. (2)  
Evans, Miss A.  
Fox, F.  
Farris, G. (Singapore).  
Fernandez, V. F.  
Gujar Singh, I.P.C. 647  
Gunda Singh  
Glick, M.  
Gomet, J. G.  
Graves, A. H.  
Gault, C. A. (Nagasaki).  
Galvao, J. da Cunha  
(Brazil).  
Hall, J. L.  
Hall, Capt. F. (2)  
Hosshi, S.  
Haynes, J.  
Herman Singh (Singapore).  
Hamlin, Mrs.  
Hosce, Mrs. R.  
Haidar Khan I.P.C. 775  
Harrison, S. W.  
Hutchinson, Mrs.  
Hassam Khan  
Isfahan, H.M.S.  
Jeannot, G. (2)  
Jewwan Singh, I.P.C. 664  
Kahn, R.  
List of Registered Covers for Merchant Ships.  
S.S. *Alma* ..... G. Nalovich.  
S.S. *Alma* ..... M. Rickleton.

H.M.S. *Barfleur* ..... G. Groves.  
S.S. *Changai* ..... Capt. Moore.  
S.S. *Changai* ..... Chas. Leadberg.  
S.S. *Dragon* ..... W. Holland.  
S.S. *Elie Norack* ..... J. McCarthey.  
R.M.S. *E. of Japan* ..... H. Cooper.  
S.S. *Erica* ..... Capt. Zindel.  
S.S. *Haitan* ..... R. Olsen.  
S.S. *Haitan* ..... A. E. Tilton.  
S.S. *Helsgrit* ..... Serang Humar.  
U.S.S. *Isla de Luzon* ..... C. Renton.  
U.S.S. *Isla de Luzon* ..... W. Lynch.  
S.S. *Kashing* ..... Capt. Sanderson.  
S.S. *Loosok* ..... L. Brandt.  
S.S. *Mannel Laguna* ..... E. Nielson.  
S.S. *Muto* ..... P. Walker.  
S.S. *Patroclus* ..... Capt. Z. Dickens.  
S.S. *President* ..... R. B. Muir.  
S.S. *Perla* ..... C. Connor. (2)  
S.S. *Perla* ..... Charles Smith.  
U.S.S. *Relief* ..... Chas. McFeely.  
S.S. *Relief* ..... H. Miller.  
S.S. *Shantung* ..... H. S. Schneider.  
S.S. *St. Dunston* ..... Leop. Pinger.  
S.S. *Sui Tai* ..... A. Nene.  
S.S. *Ula* ..... R. O. Lloyd. (2)  
Transport *Wright* ..... S. Croil.

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Amos ..... Shuichinchong.  
Bruff Comedy ..... Soomei (9988).  
Cheehosiang ..... Takmakoff.  
Chingtai (2 telegrams) ..... Thungseong.  
Chunhangchang ..... Trienfat.  
Huffman ..... With.  
John Wheeler ..... Wood.  
Kaining ..... Wookoo.  
Konghin ..... Yehsumoto.  
Kongyueheng ..... Yehsuan.  
Kwongchanchong ..... Yuenhoptai.  
Leile Werthman ..... 6436.  
Loheengkee ..... 3,458, 4,713, 5,002 (Kan).  
Meade ..... Hok Chau.  
Nguyen Thanh ..... 0903 Yuenhoptai.  
Norton ..... 1,089, 1,459.  
Njiewoo Chiong ..... 1,089, 1,459.  
Schmidt ..... 1,759.

## Insurances.

## "L'UNION"

FIRE INSURANCE COMPANY, LD.  
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.  
Claims settled direct without reference to the Head Office.

A. R. MARTY,  
Agent.

Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.  
Hongkong, 28th May, 1901. [712c]

## Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are requested to send in a Statement of Business contributed during the Half Year ended 30th June, 1901, on or before the 10th Sept., on which date the Accounts will be CLOSED. By Order of the Board of Directors.

THOS. ROSE,  
Secretary.

Hongkong, 22nd August, 1901. [901c]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 10% per Share and BONUS of 8% per Share for the Six Months ending 30th June, 1901, declared at Monday's Ordinary Half Yearly Meeting, will be PAYABLE at the Premises of THE HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 20th August, and Shareholders are requested to apply for DIVIDEND WARRANTS at the Company's Office, Queen's Buildings, New Praya. By Order of the Board of Directors.

THOS. I. ROSE,  
Secretary.

Hongkong, 19th August, 1901. [896c]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the RATE of 5% (Two Dollars and Fifty Cents per Share) for the Six Months ending 30th June, 1901, will be PAID to those Persons who are Registered as Shareholders in the above Company on the 30th August, 1901. The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 30th instant, both Days inclusive.

EDWARD OSBORNE,  
Secretary.

Hongkong, 16th August, 1901. [884c]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have This Day declared an INTERIM DIVIDEND of 5% for the Half year ending 30th June, 1901, on the Paid-up Capital. DIVIDEND WARRANTS PAYABLE on SATURDAY, the 24th August, will be issued to Shareholders on Application. The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 24th instant, both Days inclusive.

JARDINE, MATHESON & Co.,  
General Agents.

Hongkong, 12th August, 1901. [867c]

THE HONGKONG COTTON SPINNING, WEAVING AND DYEING CO., LIMITED.

ISSUE OF NEW SHARES OF \$10 EACH PAYABLE ON APPLICATION.

APPLICATIONS for \$5,000 NEW SHARES will be received by THE HONGKONG AND SHANGHAI BANKING CORPORATION, on or before 3 P.M. on TUESDAY, the 27th August, 1901, upon forms which may be obtained either at the said Bank or from the Undersigned.

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 14th August, 1901. [871c]

## Intimations.

## NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Burmacks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHGEA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers)

9, Old China Street,

Shanghai.

12th October, 1900.

THE HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

WASHING! WASHING! WASHING!!!

GENTLEMEN'S (ORDINARY)

At a fixed price of \$8 per month per head,

or as per tariff.

LADIES' and FAMILY as per Tariff.

ALL ARTICLES DISINFECTED.

SHIRTS, COLLARS and CUFFS glossed by Machinery.

California Washermen Employed. No Coolies

Sleep on the Premises.

Depot, 5 ICE HOUSE STREET.

F. G. ALLEN,

Manager.

Hongkong, 6th August, 1901. [845c]

STEAM LAUNDRY COMPANY, LIMITED.

THE Company is now in a position to collect and deliver at Private Residences

Customers who desire our man to call for their washing will oblige by addressing the Undersigned.

F. G. ALLEN,

Manager.

Hongkong, 14th August, 1901. [870c]

DROZ & Co.,

WATCH MANUFACTURERS,

STEAM FACTORY ESTABLISHED 1864,

ST. IMIER, SWITZERLAND.

SPECIALITIES:

LEVER WATCH & CHRONOGRAPHS.

TRADE MARKS:

MAXIM, BERNA, &c.

REPAIRS OF WATCHES and CLOCKS

by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.

Hongkong, 15th May, 1901. [526c]

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES and REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 11th May, 1901. [53c]

NEW GOODS.

PLENTY

IN

HAND.

D. NOMA,

No. 12,

Beaconsfield

Arcade,

Opposite the City Hall.

Hongkong, 30th April, 1900. [41c]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER

SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches

awarded the highest Prizes at every Exhibition;

and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,

MARINE GLASSES and SPYGLASSES.

No. 14 & 16, Queen's Road Central. [23c]

LEVY HERMANOS

DIAMOND MERCHANTS, JEWELERS

AND WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS.

Sole Agents for CLEMENT'S WHEELS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the BEST.

Sold by A. B. WATSON & Co., Limited,

Hongkong, China and Manila. [14c]

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 24th August, at 11 A.M., on the NEW PARADE GROUND, 144 Barrels MCGOWEN'S "EDINBURGH" ALE (35 Gallons each). TERMS—As Usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 2nd August, 1901. [902c]

## PUBLIC AUCTION.

THE Undersigned have received instructions from the Base Commissariat Officer, to sell by PUBLIC AUCTION, TO-MORROW (SATURDAY), the 24th August, at 11 A.M., At the Base Commissariat Depot, New Parade Ground, A QUANTITY OF DAMAGED AND CONDEMNED STORES, Comprising—30 Bags BRAN, 100 Bags GRAIN (Crushed), 10 Tons OATEN HAY (loose), 10 Tons FIREWOOD, 20 TARRAPULINS, CAMP CHAIR and TABLES, &c., &c. TERMS—As Usual.

HUGHES & HOUGH,  
Government Auctioneers.

Hongkong, 23rd August, 1901. [903c]



